

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	
CERTIFICATE OF WAIVER OR AUTHORIZATION	
ISSUED TO Chula Vista Police Department	Part 91
ADDRESS 315 Fourth Ave Chula Vista, CA 91910	
This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.	
OPERATIONS AUTHORIZED Operation of small Unmanned Aircraft System(s) weighing less than 55 pounds and operating at speeds of less than 87 kts (100 mph) in Class D, E and G airspace at or below 400 feet Above Ground Level (AGL), within Chula Vista CA city limits, under the jurisdiction of Southern CA Terminal Radar Approach Control (SCT), North Island Naval Air Station (NZY), Naval Outlying Landing Field Imperial Beach (NRS) and Brown Field Municipal Airport (SDM). See attachment 1.	
LIST OF WAIVED REGULATIONS BY SECTION AND TITLE 14 CFR 91.113(b)	
STANDARD PROVISIONS	
<ol style="list-style-type: none"><li>1. A copy of the application made for this certificate shall be attached and become a part hereof.</li><li>2. This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.</li><li>3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein</li><li>4. This certificate is nontransferable.</li></ol>	
Note-This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.	
SPECIAL PROVISIONS	
Special Provisions A thru J, inclusive, are set forth on the reverse side hereof.	
This certificate is effective from <u>June 25, 2020</u> to <u>June 24, 2022</u> and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.	
BY DIRECTION OF THE ADMINISTRATOR	
FAA Western Service Area (Region)	BYRON G Y CHEW Digitally signed by BYRON G Y CHEW Date: 2020.06.24 14:56:55 -07'00'
<u>June 24, 2020</u> (Date)	<u>B. G. Chew</u> (Signature)
	<u>Tactical Operations Manager</u> (Title)

**Purpose:** To prescribe UAS operating requirements in the National Airspace System (NAS) for the purpose of Public Aircraft Operations. The holder of this COA will be referred herein as the "Proponent".

Public Aircraft

1. A public aircraft operation is determined by statutes, 49 USC §40102(a) (41) and §40125.
2. All public aircraft flights conducted under a COA must comply with the terms of the statute.
3. All flights must be conducted per the declarations submitted in the application, and as specified in the following Special Provisions.
4. This COA provides an alternate means of complying with 14 CFR §91.113(b) for unmanned aircraft operations.
5. All operations will be conducted in compliance with Title 14 CFR §91 and the conditions of the authorization issued herein. If the operator cannot adhere to any of these requirements, a separate FAA Form 7711-2 waiver application may be required.

## SPECIAL PROVISIONS

### A. General.

1. All personnel connected with the UAS operation must read and comply with the contents of this authorization and its provisions.
2. A copy of the COA including the special limitations must be immediately available to all operational personnel at each operating location whenever UAS operations are conducted.
3. This authorization may be canceled at any time by the Administrator, the person authorized to grant the authorization, or the representative designated to monitor a specific operation. As a general rule, this authorization may be canceled when it is no longer required, there is an abuse of its provisions, or when unforeseen safety factors develop. Failure to comply with the authorization is cause for cancellation. The proponent will receive a written notice of cancellation.
4. During the time this COA is approved and active, a site safety evaluation/visit may be accomplished to ensure COA compliance, assess any adverse impact on ATC or airspace, and ensure this COA is not burdensome or ineffective. Deviations, accidents/incidents/mishaps, complaints, etc., will prompt a COA review or site visit to address the issue. Refusal to allow a site safety evaluation/visit may result in cancellation of the COA.

**Note:** This section does not pertain to agencies that have other existing agreements in place with the FAA.

5. Radiofrequency spectrum authorization is independent of the COA process and requires the proponent to obtain Federal Communications Commission (FCC) equipment certification (47 CFR Part 2, Subpart J and 47 CFR Part 87, Subpart D) and frequency licenses (47 CFR Part 87) in the Aeronautical Radionavigation, Aeronautical Mobile (Route), or Aeronautical Mobile Services, as appropriate, for the control link, ATC radios, transponders, detect and avoid systems, and navigation systems used to support this COA. For systems operating exclusively below 400 feet, and within visual line of sight, the control link equipment may be licensed under 47 CFR Part 15 (Radio Frequency Devices). Equipment licensed under 47 CFR Part 5 (Experimental) does not provide the protection necessary for NAS operations.

### B. Operations.

1. The UA must be operated within visual line of sight (VLOS) of the Pilot in Command (PIC) and the person manipulating the flight controls at all times unless otherwise specified in a Special Provision (see Special Provision G). This requires the PIC to be able to use human vision unaided by any device other than corrective lenses. Although the remote PIC and person manipulating the controls must maintain the capability to see the UA, using one or more Visual Observers (VO) allows the remote PIC and person manipulating the controls to conduct other mission-critical duties (such as checking displays) while still ensuring situational awareness of the UA.
2. Must yield right of way to other aircraft, manned or unmanned.
3. First-person view camera cannot satisfy “see-and-avoid” requirement but can be used as long as the visual requirement is satisfied in other ways.

4. Minimum visibility of 3 statute miles from control station.
5. No person may act as a remote pilot in command or VO for more than one unmanned aircraft at one time unless otherwise authorized as a separate provision.
6. No operations from a moving vehicle or watercraft unless the operation is over a sparsely populated area and the PIC and VO are co-located.
7. Lost link must remain within visual line of sight of the PIC and VO, unless operating in accordance with Special Provision G.
8. The remote pilot in command may deviate from the requirements of this rule in response to an in-flight emergency.
9. Requests to operate in an area outside the approved operating area of this authorization should be limited to emergency/life threatening operations. Coordinate these flights through the Special Government Interest (SGI) process by calling the SOSC at [REDACTED] or email: [REDACTED]

**C. Notice to Airmen (NOTAM).**

1. A Distant (D) NOTAM must be issued prior to conducting UAS operations not more than 72 hours in advance, but not less than 24 hours for UAS operations prior to the operation for routine operations. This requirement may be accomplished:
  - a. Through the operator's local base operations or (D) NOTAM issuing authority, or
  - b. By contacting the NOTAM Flight Service Station at [REDACTED] ([REDACTED]). The issuing agency will require:
    - (1) Name and contact information of the pilot filing the (D) NOTAM request
    - (2) Location, altitude and operating area
    - (3) Time and nature of the activity.
2. The area of operation defined in the (D) NOTAM must only be for the actual area to be flown for each day defined by a point and the minimum radius required to conduct the operation.
3. Operator must cancel (D) NOTAMs when UAS operations are completed or will not be conducted.
4. For first responders only. Due to the immediacy of some emergency management operations, the (D) NOTAM notification requirement may be issued as soon as practical before flight and if the issuance of a (D) NOTAM may endanger the safety of persons on the ground, it may be excluded. If the (D) NOTAM is not issued, the proponent must be prepared to provide justification to the FAA upon request.

**D. Reporting Requirements.**

1. Documentation of all operations associated with UAS activities is required regardless of the airspace in which the UAS operates.
2. The Proponent must submit the number of flights on a monthly basis through the COA Application Processing System (CAPS).

**E. Night small UAS Operations.**

Small UAS operations may be conducted at night, as defined in 14 CFR § 1.1, provided:

1. All operations under the approved COA must use one or more VOs.
2. Prior to conducting operations that are the subject of the COA, the PIC and VO must be trained to recognize and overcome visual illusions caused by darkness, and understand physiological conditions which may degrade night vision. This training must be documented and must be presented for inspection upon request from the Administrator or an authorized representative;
3. The sUA must be equipped with lighted anti-collision lighting visible from a distance of no less than 3 statute miles. The intensity of the anti-collision lighting may be reduced if, because of operating conditions, it would be in the interest of safety to do so. Additionally, in order to comply with § 91.209, the aircraft must have position lighting that enables determination of location altitude, attitude, and direction of flight.

**F. Minimum Safe Altitude Operations.**

A waiver from the requirements of 14 CFR 91.119(b) and (c) is approved as follows:

1. The ground speed of the small UAS must not exceed 100 mph/87 knots.
2. Except for those operations where it is necessary to safeguard human life, no person may operate a small unmanned aircraft over a human being unless that human being is:
  - a. Directly participating in the operation of the small unmanned aircraft; or
  - b. Located under a covered structure or inside a stationary vehicle that can provide reasonable protection from a falling small unmanned aircraft

**Note:** People “directly participating in the operation of the small unmanned aircraft” may include qualified non-crewmembers, as defined in § 49 USC 40125.

3. For those operations where it is necessary to operate over a human being in order to safeguard human life, the remote pilot in command must not operate any lower or in proximity to human beings necessary to accomplish the operation.

**G. First Responder Tactical Beyond Visual Line of Sight Operations (TBVLOS):** A waiver from the requirements of 14 CFR 91.113(b) is approved as follows:

In extreme emergency situations, and to safeguard human life, the PIC and VO may temporarily lose sight of the UAS and operate Tactical BVLOS with these restrictions:

1. The operator must not operate any higher than 50 feet above or greater than 400 feet laterally of the nearest obstacle. Combination of 50 feet above obstacle must not exceed 400 feet AGL or depicted UASFM value.
2. The UAS must remain within 1500 feet from the PIC.
3. PIC will return to Visual Line of Sight (VLOS) operations as soon as practical or upon termination of the threat.

**H. Special Use Airspace.**

1. Coordination and de-confliction between Military Training Routes (MTR) and Special Use Airspace (SUA) is the operator’s responsibility. When identifying an operational area the operator must evaluate whether an MTR or SUA will be affected. In the event the UAS operational area overlaps an MTR or SUA, the operator will contact the scheduling agency as soon as practicable in advance to coordinate and de-conflict. Approval from the scheduling agency is required for regulatory SUA, but not for MTR’s and non-regulatory SUA. If no

response to coordination efforts, the operator must exercise extreme caution and remain vigilant of all MTRs and/ or non-regulatory SUAs.

2. Scheduling agencies for MTRs are listed in the Area Planning AP/1B Military Planning Routes North and South America. If unable to gain access to AP/1B contact the FAA at email address mail to: ~~XXXXXXXXXXXX@faa.gov~~ with the IR/VR routes affected and the FAA will provide the scheduling agency information. Scheduling agencies for SUAs are listed in the FAA JO 7400.10.

## I. Air Traffic Control Requirements.

### 1. Coordination Requirements.

- a. Proponent filing and the issuance of the NOTAM in accordance with Special Provision C, prior to commencing UAS operations, will serve as sufficient notification to SCT regarding UAS operations conducted under this authorization in Class G Airspace.

- b. Operations in NRS Class D or NZY Class E airspace:

- (1) The operator will contact the affected Facility prior to flight(s), preferably 30 minutes, and coordinate flight operations.

- (a) NRS ATC/Base Operations: ~~619-343-8233~~

- (b) NZY ATC/Base Operations: ~~619-343-8233~~

*NOTE: Regardless of hours of operation, coordination with NRS/NZY is required when operating within the depicted lateral limits of NRS Class D and NZY Class E*

- (2) When coordinating with ATC, provide the following information:

- COA number
- Primary telephone number of the pilot in command.
- Schedule of flight (time and duration)
- Location where flight will occur (coordinate and radius)
- Altitude
- Communication requirements

- c. Operations in SDM Class D:

- (1) Prior to each flight, the UAS operator must review the UAS Facility Maps (UASFM) located at <https://udds-faa.opendata.arcgis.com>. UASFMs are depicted by opening the "Visualize It" section and navigating to the appropriate airport. If the operation will be conducted at or below the published altitudes specified on the UASFM grid, the proponent may operate contiguously within those grid squares without contacting ATC, unless noted below.
  - (2) If an emergency operation requires an altitude above the published altitudes on the applicable UASFM (not to exceed 400 feet AGL), the proponent must prior coordinate with the SOSC at ~~602-267-8276~~ per provision B.9.



- (3) Unless coordinated and authorized by SOSC under Provision B.9., the UAS operation must be at or below UASFM limits when a part-time ATCT opens each day and surface area airspace is in effect.

*NOTE: Hours of operations can be obtained in current Chart Supplements*

2. Communication Requirements.

- a. Operator may be required to maintain direct two-way radio communication with ATC, and if required must comply. When necessary, the frequency will be provided by ATC to the operator during coordination prior to flight.
- b. The UAS operator must be accessible, via phone number provided in NOTAM or during initial coordination, for direct real-time communication and coordination purposes for the duration of UAS operations.

3. Flight Planning Requirements.

- a. The operator is responsible for ensuring that proposed UAS operating area does not enter a UAS flight restricted areas as described under CFR 14 Part 99.7, Temporary Flight Restriction (TFR), Special Security Instruction (SSI). Location and contact information for the TFR SSI is depicted on the FAA website:  
~~<https://ads.faa.opendata.arcgis.com>~~. Proponent must request permission and receive authorization via the contacts listed on the website prior to entering a TFR SSI.
- b. It is the operator's responsibility for obtaining authorization from the appropriate authority for any operations that that may result in launching and/or landing from lands or waters administered by a Federal, State or Public agency (e.g., National Parks, State Parks, Wilderness Area, and Wildlife Refuge, etc.).

4. Procedural Requirements.

- a. ATC may delay, limit, prohibit or terminate UAS operations when the safety of manned aircraft operations are a concern.
- b. UAS operations must remain clear of airport traffic patterns and not cross over any runway or taxiway unless otherwise coordinated.

**J. Lost Link/Emergency/Contingency Procedures.**

1. Lost Link Procedures: ATC does not need to be notified provided the PIC complies with the following provisions:
  - a. The aircraft must fly back to the specified home point or PIC location and land.
  - b. The UA lost link landing location must be within view of the PIC.
  - c. Lost link procedures must be programmed to remain within the operations area and altitude.

2. Loss of Sight: If a VO loses sight of the UA, the PIC must be notified immediately, unless operating in accordance with Special Provision G. If the UA is promptly visually-reacquired, the mission may continue. If not, the PIC must immediately terminate the operation and the UA must return to land at home point.
3. Loss of Communication between the PIC and VO: The PIC must execute lost link procedures. If communications are reestablished, the mission may resume. If communication cannot be promptly re-established, the flight must be terminated and the UAS must return to land at home point.
4. Emergency/Fly-Away Procedures: In the event of an emergency/fly-away toward an area or airport where the PIC has determined the UA may create a hazard to aviation or persons on the ground:
  - a. PIC must immediately notify the appropriate ATC facility.
    - (1) NRS/NZY ATC/Base Operations: ~~619-545-8333~~
    - (2) SDM ATC: ~~619-661-6333~~
    - (3) SCT: ~~619-527-5900~~
  - b. The PIC will provide the following information:
    - Approximate location
    - Direction of flight
    - Last known altitude
    - Maximum remaining flight time

## AUTHORIZATION

This Certificate of Waiver or Authorization does not, in itself, waive any Title 14 Code of Federal Regulations not specifically stated, nor any state law or local ordinance. Should the proposed operation conflict with any state law or local ordinance, or require permission of local authorities or property owners, it is the responsibility of the proponent to resolve the matter. This COA does not authorize flight within Temporary Flight Restrictions, Special Flight Rule Areas, regulatory Special Use Airspace or the Washington DC Federal Restricted Zone (FRZ) without pre-approval. The proponent is hereby authorized to operate the small Unmanned Aircraft System in the NAS within the areas defined in the Operations Authorized section of the cover page.



Operating Location

Class D and E airspace within UASFM values and G Airspace  
At or below 400 feet AGL

